

### DOES THE FREIGHT RATES MATERIALLY INCREASE THE COST?

I dropped into a store in one of the cities out near the Rocky Mountains some days ago. The clerk showed me a pair of shoes marked at \$7. After an examination, I said "I can buy those same shoes in Omaha for \$5."

"Sure you can," said the clerk, "but look at the big freight rate we have to pay to get them out here."

When I got back to the office I straightaway hunted up C. J. Lane, General Freight Agent of the Union Pacific Railroad, who, by the way, is a walking encyclopedia on railroad rates, and here is what I learned in his own words:

"Trying to make the railroad the goat, eh? Well I'm used to that. I have heard those kind of stories ever since I began railroading, and that's been a long time. Let's see though. Shoes in this market come largely from St. Louis and Boston. Now the freight rate on a pair of shoes from Boston to Omaha, half way across the continent, is 2.7 cents, from St. Louis to Omaha the freight rate is 1.2 cents for a pair of shoes."

"Not much high cost of living to that is there? And remember the railroad guarantees the safe shipment of those shoes at that rate. If they are lost the railroad makes good."

"Ever send a registered letter or a package by mail? Well just try it

and see how much extra Uncle Sam charges for guaranteeing safe shipment."

Before I finished to Mr. Lane, I found that in the city near the mountains, the rate on shoes from Boston was just 2.1 cents higher per pair than from Boston to Omaha, and it was just 2 cents higher per pair from St. Louis, and that clerk tried to make me believe that the freight rates accounted for \$2.00 difference in price.

Upon further inquiry, I learned that the freight rate on a suit of clothes, a suit of clothes will weigh about three pounds, is 2.4 cents from Chicago to Omaha and 8 cents from Chicago to Ogden. The rate is 1.8 cents from St. Louis to Omaha and 7.4 cents from St. Louis to Ogden. From New York to Omaha the rate is 4.1 cent and from New York to Ogden it is 9.8 cents. From Philadelphia to Omaha the rate is 4.2 cents and from Philadelphia to Ogden it is 10 cents.

It will take about a dozen ordinary felt hats to weigh three pounds which take the same freight rate as men's clothing. Thus it will be seen that the freight charges on the winter hat, which you recently purchased, amounted to about two thirds of a cent if it was a Philadelphia hat, and if you purchased it in Omaha, and to one and two-thirds cents if you bought your Philadelphia hat in Ogden.

If you buy Boston shoes in Ogden you pay to the railroad for carrying them something like 3,000 miles

across three mountain ranges, 6.5 cents per pair. St. Louis shoes in Ogden carry a freight rate of 4.9 cents. Rates at intermediate points are in proportion.

Lane is right, there is no high cost of living in these figures.

Now what does Uncle Sam charge for registering mail, that is for the guaranteeing safe delivery? Ten cents on first class mail, if the value is under \$50, in addition to the regular 2 cent stamp. The government does not guarantee second class mail at all. On parcel post packages, 3 cents extra for a valuation of \$5, 5 cents extra for a valuation of \$25, 10 cents extra for \$50 and 50 cents if the value is \$100.

The value of the freight shipment makes no difference in the liability of the railroad and in these days of the unusually high prices of everything (except freight rates) the guarantee by the railroads means a liability several times as great as in former years; for instance a carload of wheat at \$2.20 per bushel means a liability to the Union Pacific, should that wheat be destroyed in transit, of more than twice what it

was a few years ago, yet the railroad gets no more for carrying it, and for insuring it, than it did when the value of the wheat was less than a dollar a bushel.

### FOR A WEAK STOMACH

As a general rule all you need to do is to adopt a diet suited to your age and occupation and to keep your bowels regular. When you feel that you have eaten too much and when constipated, take on of Chamberlain's Tablets. Adv.

### British Labor For Continuing The War

LONDON, Nov. 14.—An important section of British labor has given a decision in favor of continuing the war until victory is attained. The South Wales mining area, sometimes called the storm center of British industry, has been balloting for several days on the question of whether to strike if the government proceeds with a scheme for "combining" more men of military age for

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